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CLASSIFICATION ~~SECRET~~COUNTRY East Germany REPORT TOPIC Neuruppin AirfieldEVALUATION PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED PREPARED 21 April 1955 25X1REFERENCES PAGES 5 ENCLOSURES (NO. & TYPE) REMARKS This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Neuruppin airfield between 24 February and 28 March 1955:

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24 February. Between 2130 and 2400, night flying was practiced by MiG-15s or U-MiG-15s which individually took off and climbed to an altitude of about 1,000 meters. The aircraft flew in the beams of 3 ground searchlights for about 1 1/2 minutes. Then the searchlights were switched off and the aircraft landed at the field. The searchlights were arranged as follows: 1 west of the runway, 1 east of the taxiway near the former repair hangar, and 1 at the northern border of the field.

25 February. Between 1000 and 1600, MiG-15s flying in elements of two held air combat exercises at an altitude of about 2,500 meters. The leading aircraft was repeatedly attacked by the second plane which approached from the left rear at an angle of about 40 degrees and at the same altitude.

26 February. Between 1000 and 1030, a few individual flights were made by MiG-15s. Between 0945 and 1400, IL-28s individually crossed over the field at an altitude of about 4,000 meters and at intervals of about 6 minutes. From detonations heard it was inferred that the aircraft dropped bombs over Rossow Heath.

The MiG-15s involved in air activity had different auxiliary fuel tanks. Some of them were light blue and their one end was in line with the leading edge of the wings, while the others were black and about one fifth projected beyond the leading edge of the wings. The latter auxiliary fuel tanks had a larger diameter than the light blue tanks.

27 February. No activity was observed at the field.

28 February. A few individual flights, apparently test flights, were made.

1 March. From 1000 to 1530, there was the same air activity as on 25 February. Individual night flights were made from 1830 to 2100.

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2 March. Throughout the day, a few individual take-offs were made. After 1800, there was night flying as on the preceding day.

3 March. From 0940 to 1600, firing at towed sleeve targets was practiced.

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4 March. Seven individual flights of 8 to 10 minutes duration were made.

5 to 8 March. There was no air activity because of snowfall.

24 February to 9 March. The alert formation was parked at the eastern end of the runway. No flights were made by the alert aircraft.

9 March. Between 0900 and 1200, individual take-offs were made and 6 aircraft continuously practiced precision landing in the following way: After the take-off and a half circle over the field at an altitude of about 400 meters the aircraft engine was stopped and the aircraft came down for landing. The flight altitude was about 50 meters when reaching the runway. The nose of the aircraft was pushed down for a moment. Then the aircraft returned to a horizontal position and simultaneously lowered the landing gear apparently by the sudden movement of the plane. After regaining horizontal position, the flight altitude was only about 20 meters. This indicates that, during the landing maneuver of 1 to 2 seconds duration, the aircraft had lost a height of about 30 meters. All aircraft landed in the same manner and touched ground at the same spot.

Between 1400 and 1700, individual MiG-15s attacked a Yak-11 in horizontal flights.

28 March. A total of 28 MiG-15s, 2 Yak-11s and 1 Po-2 were parked at the field.¹

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On 5 March, truck [] occupied by 2 officers and a driver wearing black-bordered blue epaulets was seen in the town.

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3. Air activity and aircraft observed between 23 February and 8 March:

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23 February. No air activity was observed at the field on the Day of the Red Army.

24 February. About 8 MiG-15s practiced night flying from 1800 to 2300.

25 February. Firing at towed sleeve targets was practiced between 1100 and 1700.

26 February. A few flights were made by a Yak-14 between 1000 and 1200.

27 February. About 24 MiG-15s were parked in front of the hangars.

28 February. About 6 MiG-15s flew in elements of two between 1100 and 1500. From 1800 to 2300, there was firing at a towed sleeve target which was illuminated by 2 ground searchlights.

1 March. Between 1100 and 1500, individual flights were made by about 10 MiG-15s including 3 aircraft which made loops, turns and screws (Schrauben). From 1800 to 2300, individual night flights of about 30 minutes duration were made at an altitude of 2,000 to 3,000 meters.

2 March. After 1100, MiG-15s or U-MiG-15s practiced flying individually and in elements of two for 25 to 30 minutes duration. Take-offs were also made in elements of two. Night flying and firing at towed sleeve targets started at 1800. The towing plane took off toward the east. Another MiG-15 followed at an interval of about 150 meters. When flying approximately over Nietwerder, the towing aircraft turned and flew back to the field while giving flash signals for the searchlights. The second MiG-15 attacked the towed sleeve target approximately between the eastern and western end of the runway. It approached at an acute angle and gave 3 bursts of fire. Then, the towing plane turned and another attack was made at an altitude of about 1,000 meters.

3 March. Between 1100 and 1500, 6 MiG-15s made 45-minute flights in elements of two at an altitude of about 600 meters. Between 1800 and 2300, individual flights were made at an altitude of 2,000 to 3,000 meters. No ground searchlights were in operation.

4 March. About 3 MiG-15s made individual flights from 1200 to 1500.

5 to 8 March. No air activity was observed.

4. New device

The unidentified device with an antenna presumably shaped like horns was again observed on 27 February. One of the two opposite sets was considerably lower than the other set. The bow of this set was no longer seen and the section previously mounted on the bow directly fitted on the lower part of the set. On 6 March, however, the two sets had the usual superstructure.

5. Air activity and aircraft observed between 24 February and 10 March:

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24 February: Between 1830 and 0115, MiG-15s or U-MiG-15s practiced flying individually and in elements of two for 30 to 35 minutes duration.

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25 February. Firing at towed sleeve targets was practiced in the Rheinsberg area.

26 February. Between 0930 and 1230, 8 MiG-15s flew in elements of two at altitudes of 500 and 3,000 meters.

27 February. There was no air activity.

28 February. Between 0815 and 1630, about 12 MiG-15s individually approached towed sleeve targets at an angle of about 45 degrees. Live ammunition was not used. From 1930 to 0145, firing at towed sleeve targets was practiced. The target was illuminated by 3 ground searchlights. At about 2300, one U-MiG-15 without sleeve target took off. Other aircraft flying in elements of two repeatedly attacked the aircraft without using live ammunition.

1 March. Between 0810 and 1600, 12 MiG-15s and 1 U-MiG-15 were aloft for 45 to 50 minutes making flights in elements of two. There was an interval of 25 to 30 minutes between the individual take-offs.

2 March. Throughout the day, individual flights were made. From 1915 to 0230, the attacking of sleeve targets was practiced.

3 March. Between 1330 and 1500, local flights were made by 8 MiG-15s which remained aloft for about 50 minutes.

4 March. At about 2145, night flying was practiced.

5 to 8 March. There was no air activity. Snowplows towed by 2 caterpillar tractors cleared the snow.

9 March. Beginning at 1000, individual flights of 35 to 40 minutes duration were made. The aircraft took off at intervals of about 25 minutes.

10 March. Between 0810 and 1600, 4 MiG-15s practiced flying individually and in elements of two for 45 to 50 minutes duration and at an altitude of about 1,500 meters.

6. Between 0930 and 1200 on 19 March. there was air activity by 16 MiG-15s and 7 Yak-11s. The largest formation observed consisted of 12 MiG-15s. On 24 March, 2 MiG-15s were parked at the eastern end of the runway and 22 MiG-15s in front of the hangars.

7. Alert practice

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From 0900 on 20 March to about 1700 on 21 March, all MiG-15s were parked in the aircraft revetments.

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8. Air activity and aircraft observed on 1 and 2 March:

1 March. Between 1300 and 1515, diving was continuously practiced from an altitude of about 5,000 meters. Two aircraft would fall off on the right or left wing, dived steeply over the field, pulled out of dive at an altitude of 100 to 200 meters, and, after gaining horizontal position, immediately zoomed again. Aerobatics in elements of 2 MiG-15s were also made. The practices involved about 20 aircraft.

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2 March. Between 1900 and 2400, firing with tracer ammunition at towed sleeve targets was practiced. The towing aircraft flew to and fro in the direction of the approach lane, while the sleeve target was illuminated by ground searchlights. One sleeve target was set on fire and released between Kraanzlin and Storbeck.

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1. Comment. There was very intensive air activity at Neuruppin airfield during the period under review. Many training flights were made at night.

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2. Comment.

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It appeared as if 30 to 35 MiG-15s and U-MiG-15s were stationed at Neuruppin airfield. If this assumption is correct, the aircraft number was increased to the authorized strength of one regiment i.e. about 54 aircraft.

3. Comment. An alert practice with camouflage measures was observed at Koethen airfield on 21 March 1955.

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